

Established February, 1845.

PRICE, \$2 PER MONTH.

## Shipping

**Steamers.**

**CHINA NAVIGATION COMPANY.**  
**LIMITED.**

**FOR PORT DARWIN, SYDNEY AND**  
**MELBOURNE.**

The Co.'s Steamship  
*Changsha,*  
WILLIAMS, Commanding  
above, will be despatched  
on **THURSDAY, the 28th August**  
at 4 p.m.

The attention of Passengers is directed  
to the Superior Accommodation offered by  
this Steamer. First-class Saloon and Cabin  
are situated forward of the Engine Room.  
Second Class Passengers are berthed in the  
Poop. A Refrigerating Chamber ensures  
the supply of Fresh Provisions during the  
entire voyage. A duly qualified Surgeon  
carried.

For Freight or Passage, apply to •  
**BUTTERFIELD & SWIRE,**  
Agents,  
Hutchinson, July 23, 1898.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
—  
PAQUEBOT POSTE FRANÇAIS.  
—  
FOR SHANGHAI, KOBE AND  
YOKOHAMA.

The Co.'s Steamship  
*Océus*,  
Commandant GUILLAUD  
will be despatched for the  
above Ports on or about THURSDAY, 6  
2nd August.

G. DE CHAMPEAUX,  
*Agent*.

Hongkong, July 30, 1888. 12

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

 The Co.'s Steamship  
*Taisang*,  
Captain JACKSON, will  
be despatched as above  
on FRIDAY, the 3rd of August, at 3 p.m.  
This Steamer has superior First-class  
Accommodation, and is well constructed  
meet the requirements of tropical climate.


For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
*General Managers.*

Hongkong, July 28, 1888. 12

**NETHERLANDS INDIA STEAM  
NAVIGATION COMPANY, LIMITED**

**FOR SAIGON, SINGAPORE, BATAVI  
SAMARANG AND SOURABAYA.**

The Co.'s Steamship

 **Captain WILKENS**, will  
be despatched as above  
or about the 3rd August.  
For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
Agents.  
Hongkong, July 27, 1888. 12  
**FOR SINGAPORE, HAVRE AND  
HAMBURG, VIA SUEZ CANAL.**

ANTWERP, AMSTERDAM, ROTTERDAM,  
DAM, LONDON, LIVERPOOL and BREMEN.)

The Steamship  
*Daphne*,  
Captain J. J. Voss, will  
be despatched for the above  
Ports on MONDAY, the 6th August,  
10 a.m.

For Freight or Passage, apply to  
STIEMSEN & Co.,  
Agents.

Hongkong, July 25, 1888. 12

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**Sailing Vessels.**

FOR SAN FRANCISCO.

The 3/4 A. 1. 1. Amer. Barque  
*JOHN*, Master, will load here  
for the above Port, and will  
have quick despatch.

For Freight, apply to  
RUSSELL & Co.,  
Hongkong, July 2, 1888. 10

FOR SAN FRANCISCO.

The A 1 British Barque  
*E. J. Spence*,  
Gill, Master, will load here  
for the above Port, and will  
have quick despatch.

For Freight, apply to  
RUSSELL & Co.,  
Hongkong, July 2, 1888. 10

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**Notices to Consignees.**

**CANADIAN PACIFIC STEAMSHIP COMPANY.**

**NOTICE TO CONSIGNEES.**

**STEAMSHIP BATAVIA, FROM**  
**SAN FRANCISCO, VANCOUVER**  
**YOKOHAMA AND SHANGHAI**

**THE** above Steamer having arrived  
Consignees of Cargo are hereby re-  
quested to send in their Bills of Lading for  
countertransit, and take immediate de-  
livery of their Goods from alongside.

Cargo impeding the discharge of the  
Vessel will be at once landed and stored at  
Consignees' risk and expense.

**ADAMSON, BELL & Co.,**  
Agents.

Hongkong, July 30, 1888. 126

PRICE, \$1.00.  
COMPARATIVE CHINESE FAMILY LAW  
By E. H. PARKER.  
Can be obtained from KELLY & WALES  
at Shanghai and Hongkong, at LANE  
CHAMBERS & Co., Hongkong, and at the  
China Mail Office.







The steamship *Ozma*, with the *French Mail*, of June 30th, left Saigon on Sunday, the 20th July, at 5 p.m., and may be expected here on or about Wednesday, the 1st Aug. This steamer brings replies to letters despatched from Hongkong on May 10.

The *O. & O. Co.'s s.s. Gattie*, with the *American Mail*, of July 11th, left Yokohama on Sunday, the 20th July, and may be expected here on or about Saturday, the 4th Aug.

The Canadian Pacific Line steamer *Zimbezi* was to leave Yokohama on 31st July for Hongkong, and may be expected here on or about the 6th Aug.

The Canadian Pacific Line steamer *Port Adelaide* left Vancouver for Hongkong via Japan on the 20th July.

The *E. & A. S. Co.'s steamer Tannadice* left Port Darwin for this port on 21st inst., and may be expected here on or about the 31st inst.

The *D. H. Steamer Hesperia* left Singapore on the 20th July, and may be expected here on or about the 1st Aug.

The *Navigazione Generale Italiana Co.'s steamer Sarda* left Singapore for this port on the 27th July, and may be expected to arrive on or about the 2nd Aug.

The *Union Line steamer Guy Mannerling*, from Hamburg, left Singapore on the 27th July, and may be expected here on or about the 3rd Aug.

The *Union Line steamer Dorset*, from London, left Singapore on the 28th July, and may be expected to arrive here on or about the 4th Aug.

The *P. & O. regular fortnightly steamer Teheran*, from Bombay, left Singapore for this port on the 30th July, and may be expected here on or about the 6th Aug.

It is announced that the Hongkong and Shanghai Bank will pay a dividend of £1 10s. per share for the half-year, and carry \$100,000 to Reserve.

A PAMPERED boy, who is employed as a house-boy by Mr. J. A. de Luz, on the princely salary of \$25 per month, was brought before Mr. Wodehouse in the Police Court to-day, and committed for trial at the Supreme Court. The complainant in the case, an accountant named Chow Chon, stated that while he was walking in Queen's Road West about 8 p.m. last night the prisoner, coming behind him, put one arm round his neck, held him powerless while a confederate relieved him of his purse. The booty only amounted to a dollar. Complainant ran after the prisoner and saw him arrested.

Brother Mr. Wodehouse in the Police Court to-day, a coolie named Wong Leung was charged with entering the house of Lam Kiu Shan, trader, Gilman Street, on the 25th inst., and stealing a box containing clothing of the value of \$63 and also \$20 in money. A number of the articles of clothing stolen were produced in Court, and a pawnbroker stated that they had been brought to his shop by accused. A Chinese Constable said accused when arrested admitted the charge of theft, but to the Magistrate he said the clothes had been brought to him by another man who asked him to pawn them. Sentence of four months' hard labour was passed.

OPERATIONS were completed this afternoon, under the direction of Mr. J. R. Mudie of the New Dock Works, Kowloon, for the blasting of a large piece of rock, several hundred tons in weight, at the Canton Wharf. The rock, being within twenty feet of the wharf and about sixty feet from the Praya wall, has been found a danger to the steamers at the wharf, and we have repeatedly urged the necessity of its being removed. A hole 5 ft. 9 in. was drilled in the rock and a charge of about 5 lbs. of dynamite put in, and precautions being taken to avert danger by a staff of police under Inspector Baker, the charge was exploded by Mr. Mudie about half-past five this afternoon, with successful results. Very little appearance of the explosion was seen above water, and the large crowd of Chinese spectators seemed disappointed at the smallness of the 'boobery.'

The system of so-called protection is working its inevitable effects in Coochin China, as it is bound to do sooner or later everywhere. Since Saigon ceased to be a free port and a high customs tariff was imposed, trade has gone steadily backward until the position of affairs is now truly alarming. It may be said that we in Hongkong are naturally prejudiced judges, so we prefer to let French contemporary, the *Saigon Republicain*, speak as to the condition of affairs. Here are a few extracts from a leading article which appeared in its columns recently. 'The crisis that we are passing through in Coochin China is becoming exceptionally grave. Failures are succeeding failures. The fourth page of the *Journal Officiel* never appears without some extracts from judgments of the Tribunal de Commerce, announcing new disasters. Coochin China has always been accused of being only a Colony of officials. How can it be other now? Formerly, and especially after 1864, commerce flourished, and business, without being brilliant—there were merchants who made their fortunes—was brisk and brought a comfortable revenue to those who carried it on. The establishment of the Customs, under pretext of protection, dealt the first great blow to our commerce, and the Edict of 1864 has killed what life there was still remaining.'

A CHAIN-COOLER named Wong Ching was sentenced—by Mr. Wodehouse in the Police Court to-day—to a month's hard labour for stealing some castor oil of the value of five cents. Prisoner, it appeared, was caught in the act of taking the oil from a case in the tramway station belonging to the Tramway Company.

CHAN FONG, contractor, was fined \$10 by Mr. Wodehouse, in the Police Court to-day, for allowing an accumulation of filth to remain exposed at the back of his premises and for depositing building rubbish in the side channel at Nullah Lane. Four other persons were fined \$2 each for allowing accumulations of filth to remain exposed near their premises.

It is painful to think of the way in which the Sanitary authorities have their wisdom set at naught and their power brought low by the uncomprehending coolie. In the most important part of the sanitation of the Hill District the Sanitary Inspector proposes and the coolie disposes. It is understood that during the dark hours of the still night the coolie removes from the bungalows on the hill sillage water and refuse, and carries them to certain depots, provided for their reception at Mount Gough, Mount Kellet, and Victoria Peak. From several cases that have recently come before the Police Court, however, it appears that he does not invariably do this. What he really does, in some cases at least, is to empty his sillage water buckets and his refuse baskets at the nearest convenient spot. How long he has been carrying on this iniquity it is impossible to say, but it appears that Nemeis is now on his track. By a curious coincidence several of the residents in the Hill District have happened to awake from their slumber just at the time the coolie was manipulating the sillage water and refuse; and, either from a natural suspicion that a coolie must necessarily be about some mischief when left to himself, or from an uncontrollable impulse, they have watched his movements and discovered his villany. The latest case is that in which Mr. H. L. Dalrymple, who resides at Mount Gough, appears as complainant. In this case evidence was heard by Mr. Wodehouse to-day. Mr. Dalrymple stated that on the 25th inst., about 2 a.m., he was roused by the barking of dogs, and got up. He saw the prisoner, Liu Awo, moving about the outside of the house with a couple of buckets and two baskets. The prisoner took the two buckets to the kitchen cistern and poured sillage water from the cistern into the buckets. He poured the water through the buckets, which he used as sieves. He carried the buckets away, and soon afterwards returned with them empty, having emptied them on the hillside close by. Witness further stated that he continually noticed bad smells about the hillside, near his house—Ching Ching, a house-boy in Mr. Dalrymple's employ, said he saw the prisoner at 2 a.m. on the 20th July emptying sillage water from the kitchen cistern, and seeing him soon afterwards he asked him where he had taken the water. Prisoner said his foki had taken it away—Mr. J. R. Germain, Senior Inspector of Nuisances, in charge of the Hill district, gave the following account of what these coolies are supposed to do:—'In the removal of sillage water there is a staff of men employed by the contractor, who is responsible for seeing the work properly done. There are places set apart by the Sanitary Board for the reception of sillage water and refuse matter. There is one at Mount Kellet, and another in course of construction at Victoria Peak. I know Mr. Dalrymple's house; it is about 1000 yards from the depot. The system on which the work is carried on is as follows. A certain number of coolies are laid off for a certain number of houses, and it is their duty to take sillage water and refuse to the depots. The refuse matter is thrown down a shoot into the depot, and the sillage matter is thrown on the hillside close by. The coolies are divided according to the amount of work to be done. The number of coolies is optional with the contractor, only he must supply as many as are required. The coolies are supplied with buckets and baskets and go backwards and forwards between the houses and the depots until the refuse and sillage water are exhausted. In the case of the Peak Hotel there would be over 30 buckets to be removed, and there are two coolies told off for the hotel.'—After hearing this statement his Worship remanded the case for a further report.

By a decree recently published in the *Manila Government Gazette* a poll-tax will be levied on the Chinese population from the 1st July, payable six months in advance.

BANDAR-SAN, the volcano that has just erupted with such fatal results, was about 5,850 in height. The aspect of the mountain is now all changed, new mountains having risen and rivers and lakes formed, so that, according to the *Japan Official Gazette*, 'the actual condition cannot be well expressed in words.'

After the nomination of Mr. Harrison for the presidency, Mr. Blaine sent him the following telegram:—

Linthgow, Scotland, June 26th. To General Harrison, Indianapolis:—I congratulate you most heartily upon the victory of the National Convention. Your candidacy will recall the triumphant enthusiasm that has followed your grandfather's nomination in 1840. Your election will seal our industrial independence as the Declaration of 76, which bears the honored name of your great-grandfather, sealed our political independence.

The *Telegraph* correspondent of the *Bombay Gazette* writes:—'There have lately been some troubles on the Persian north-eastern frontier, and I should not be surprised to hear that the Russians will try for another reoccupation of the frontier.'

The *California Examiner* says:—'The hapless man in town over the Republican nomination is Colonel Mosby, who is a first cousin to Harrison. "You know," said he, "I have been all along hoping that he will receive the nomination. I don't want to say too much, but Harrison is a good man. A strong man, too. There are no half-way measures about him. I certainly admire the man, and I most certainly am pleased, as he is a relative of mine."

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The *Singapore Free Press* of the 24th inst. says:—'We are glad to be able to state that a telegram was received this morning by the Master Attendant from the British Consul at Batavia announcing the safe arrival there of Captain Roberts, his wife and six children from the barque *Byn Gwyn*, lost on the China Reef on the 17th inst. Captain Crawford telegraphed back to Batavia stating that the vessel and crew were all safely arrived at Singapore. Captain Crawford's boat must probably have been picked up by a passing steamer.'

There is every prospect of Brunel becoming a British Feteorator ere long. The *Saratoga Gazette* writes:—'Brunel, on good authority that a formal treaty has been concluded for the purpose, between the Sultan of that State and the British Government. When once Brunel comes into line with the States under British protection in this part of the world, the Sultan will find, before long, that he is not so powerful as he appears. The moment he is brought into line, he will find that he is not so powerful as he appears. To a depot like him, such a discovery will ever be unwelcome. When this fact dawns upon his mind, the Resident who has to advise him will have to be the right man in the right place.—*Starts Times*.

In a paper recently read before one of the English engineering societies the writer stated that, according to present methods of dealing with the motive power of the steam engine, only 20 per cent. was made available, 80 per cent. of the energy developed in the furnace being thrown away, and it is quite common to realize no greater efficiency than about 4 per cent. on the gross or primary output of the engine. In large factories that admit of the power being concentrated in one or two great machines, condensation can be taken advantage of, and, with water-heaters and other appliances, double the above figures realized; but in the very best engines, with all the latest improvements, and elaborations, not more than 12½ per cent. has ever been realized, nor is it possible to realize more, and even this 12½ per cent. can only be obtained by the finest of wire-drawing and the best of coal.

AFFAIRS between foreign merchants and the Tea Guild in Shanghai remain unsettled, and the latter have totally disregarded the orders of the Taotai, to resume business, and have taken no notice of the latter addressed to them by the Chairman of the Chamber of Commerce. The matter of Fire Insurance on teas in godowns could be amicably arranged in an hour, but the Guild have taken no steps to this end, business has not been resumed, and it is satisfactory to note that the latter are prevailing among foreign buyers who almost without exception, have refused to sign any rules or contract as a preliminary to doing business, although the tea men are sedulous in spreading reports that one buyer or another has complied with their demand. That being the position of affairs, we may assume that the Consul requested the Taotai yesterday afternoon to enforce his orders on the Tea Guild.—*N.C. Daily News*.

THE *Chinese Times*, referring to the report which we published with regard to the insult to Mr. Waters, British Consul at Seoul, who was refused audience by the King of Korea, says:—'So far our own accounts confirm the story as narrated, adding that Mr. Waters now regrets the advice he gave, but excused himself on the ground that he was not informed of the reason why Mr. Waters did not wear official uniform, nor that the King had himself requested attendance in plain evening dress. Mr. Denney was doubtless actuated by the best motives, but we cannot commend his tact; and the above is a fair specimen of the kind of advice to which the unhappy King is usually subjected, it is not to be wondered at that he is never out of hot water. What with the treachery of Yuen on the one side, and the meddlesome indiscretion of the National Assembly on the other, the position of the Korean King remains one of the fable of the old man and his ass. The net outcome of the ferment of wisdom at the Court of Seoul can only be disaster to the royal victim, and, perhaps, disgrace to the parasites of his Court.'

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AFFAIRS between foreign merchants and the Tea Guild in Shanghai remain unsettled, and the latter have totally disregarded the orders of the Taotai, to resume business, and have taken no notice of the latter addressed to them by the Chairman of the Chamber of Commerce. The matter of Fire Insurance on teas in godowns could be amicably arranged in an hour, but the Guild have taken no steps to this end, business has not been resumed, and it is satisfactory to note that the latter are prevailing among foreign buyers who almost without exception, have refused to sign any rules or contract as a preliminary to doing business, although the tea men are sedulous in spreading reports that one buyer or another has complied with their demand. That being the position of affairs, we may assume that the Consul requested the Taotai yesterday afternoon to enforce his orders on the Tea Guild.—*N.C. Daily News*.

THE *Chinese Times*, referring to the report which we published with regard to the insult to Mr. Waters, British Consul at Seoul, who was refused audience by the King of Korea, says:—'So far our own accounts confirm the story as narrated, adding that Mr. Waters now regrets the advice he gave, but excused himself on the ground that he was not informed of the reason why Mr. Waters did not wear official uniform, nor that the King had himself requested attendance in plain evening dress. Mr. Denney was doubtless actuated by the best motives, but we cannot commend his tact; and the above is a fair specimen of the kind of advice to which the unhappy King is usually subjected, it is not to be wondered at that he is never out of hot water. What with the treachery of Yuen on the one side, and the meddlesome indiscretion of the National Assembly on the other, the position of the Korean King remains one of the fable of the old man and his ass. The net outcome of the ferment of wisdom at the Court of Seoul can only be disaster to the royal victim, and, perhaps, disgrace to the parasites of his Court.'

In the extracts from the *Peking Gazette* published will be found an account of the discovery and conviction of a band of counterfeiters of the late Emperor's seal, punished with the severity inflicted on similar criminals in England less than a century ago. Two copper-smiths out of employment in Hankow got up a little company to make copper cash, the first of them beginning by melting down some of the Imperial currency, which must have been of unusually good quality, as he got 72 pounds of copper out of 1,300 cash. The unfortunate band only made 10,30 cash altogether, when they were captured and tried. The ringleader is sentenced to immediate decapitation for melting down coin of the realm; the next, who assisted in the work of coining, is sentenced to death; the two others are imprisoned; while two others who polished the spurious coins and the last who acted as bookkeeper, are treated not as principals, but as accessories, and rendered themselves liable to transportation to Arkansas, and employment in the mines of the United States, probably worse than immediate decapitation. Some other men, who had nothing to do with the coining itself, but acted as domestic servants to the principals, got three years' banishment and a hundred blows each. Considering how very lately the law has been made so severe against counterfeiters and forgers, these sentences cannot be considered excessive; and it is something to see the authorities so anxious to improve the debased condition of a large proportion of the copper currency of China. It is satisfactory to note in the same extract that the river works under the control of the Director-General of Grain Transport are all in a satisfactory state, and that the Hungtze Lake, though it is receiving nearly the whole of the Yellow River, is only rising gradually and is causing no anxiety.—*N.C. Daily News*.

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## Intimations.

THE CHINA REVIEW.  
PUBLISHED MONTHLY.  
TENTH YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese history and literature, has reached its fourteenth volume. The Review discusses those topics which are of general interest to the students of the Far East, and which are of importance to the general public. It includes many interesting notes and original papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of literature on China etc., and to give critical and embodying sketches of the most recent works on such topics. Authors and Publishers are requested to forward works to 'Editor, China Review, care of China Mail Office.'

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondents' column also affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of scholarship is as a rule maintained. Amongst the regular contributors are Drs. Chalmers, Legge, and Messrs. Balfour, Watt, Stott, Phillips, MacIntyre, Groot, Jamieson, Faber, Kopp, Parker, Payson, and others, whose names are well known to the readers of the Review.

The Subscription is fixed at \$5.50 per annum, postage included—payable in advance.

Orders for binding volumes will be promptly attended to. Address, 'Manager, China Mail Office.'

## OPINIONS OF THE PRESS.

'All our learned societies should subscribe to this scholarly and entertaining Review.'—*Northern Christian Advocate* (U.S.).

'The China Review \*\*\* has an excellent table of contents.'—*Celestial Empire*.

'The Publication always contains subjects of interest to journeymen in the Far East, and the present issue will be favourable if not advantageous to all who are conversant with the Review.'—*Celestial Empire*.

'This number contains several articles of interest and value.'—*Northern China Herald*.

'The China Review for September-October fully maintains the high standard of excellence which characterizes this publication, and altogether forms a very interesting and readable number. Most valuable contribution by Dr. Fritzsche, on "The Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classic of Nan-Hua," and the Notes and Queries are as usual very interesting.'—*Northern China Daily News*.

'A substantial and reliable Review which all students of China and the Chinese would do well to patronize.'—*Chinese Daily News*.

'The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr. Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance to the eyes of all missionaries. Mr. E. H. Parker's "Short Journeys in Szechuen" are continued, and a goodly instalment of these travels in the interior of China is given. Mr. F. H. Balfour contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history.

A few short notices of New Books and a number of Notes and Queries, one of which on "On Chinese Oaths in Western Borneo and Java" might appropriately have been placed under a separate heading, complete the number. —*H.K. Daily Press*.

*Traveller's Oriental Record* contains the following notice of the China Review:—The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the *Celestial Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors.

Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and as a result of the Chinese post-office of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, it is carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the China Review may receive the support necessary to insure its continuance.

Mr. Andrew Wind,

NEWS AGENT, &c.

21, PARK ROW, NEW YORK, is authorized to receive Subscriptions, Advertisements, &c., for the China Mail, Overseas China Mail, and China Review.

## Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY,  
MADRAS, CALCUTTA, ADEN, SUEZ,  
PORT SAID.

MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, AND PORTS  
OF BRAZIL, AND LA PLATA;  
ALSO  
LONDON, HAVRE, BORDEAUX,  
DUNKIRK AND ANTWERP.

ON THURSDAY, the 2nd of August,  
1888, at Noon, the Company's S.S.  
ANADYR, Commandant DEMAUCOUR,  
with MATUS, PASSENGERS, SPECIE,  
and CARGO, will leave this Port for the  
above places.

Cargo and Specie will be registered for  
London as well as for Marseilles, and accepted  
in transit through Marseilles for the  
principal places of Europe.  
Shipping Orders will be granted until  
Noon.

Cargo will be received on board until 4  
p.m., Specie and Parcels until 3 p.m., on the  
1st of August, 1888. (Parcels are not to be  
sent on board; they must be left at  
the Company's Office.)  
For further particulars, apply at the  
Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, July 26, 1888. 1216

CANADIAN PACIFIC STEAMSHIP  
COMPANY.

TAKING CARGO AND PASSENGERS  
TO JAPAN, CANADA, THE  
UNITED STATES, AND EUROPE,  
VIA

THE CANADIAN PACIFIC RAILWAY  
AND OTHER CONNECTING  
RAILWAY LINES & STEAMERS.

THE British Steamship BATAVIA,  
2,553 Tons Register, VICTOR, Com-  
mander, will be despatched for VAN-  
COUVER, B.C., and SAN FRANCISCO,  
CALIFORNIA, and YOKOHAMA, on THURS-  
DAY, the 23rd August, at 3 p.m.

To be followed by the S.S. PARTHIA,  
on the 13th September, and S.S. ABYSS-  
INIA, on the 4th October.

Connections will be made at Yokohama  
with Steamers from Shanghai and Japan  
Ports, and at Vancouver with Pacific Coast  
ports, by the regular Steamers of the  
PACIFIC COAST STEAMSHIP COMPANY and  
other Steamers.

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-  
Atlantic Lines of Steamers.

First-class Fares granted as follows:—  
To Vancouver & Victoria, Mex. \$150.00  
To San Francisco, " " 175.00  
To all common points in Can- 200.00  
ada and the United States " 300.00  
To London " 305.00  
To other European ports at proportionate  
rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service,  
and the Imperial Chinese and Japanese  
Consular Invoices to accompany Cargo  
destined to points in the United States,  
should be sent to the Company's Office,  
addressed to Mr. D. B. BROWN, District  
Freight Agent, Vancouver, B.C.

Freight will be received on board until  
4 p.m. on the 22nd August.

All Parcels must be sent to our Office  
and should be marked to address in full;  
and the same will be received by us until  
5 p.m. the day previous to sailing.

For information as to Passage or Freight,  
apply to  
ADAMSON, BELL & Co.,  
Agents.

Hongkong, July 26, 1888. 1247

Hongkong Rates of Postage.

In the following Statements and Tables  
the Rates are given in cents, and are for  
Letters per half ounce, for Books and  
Patterns, per two ounces.

Newspapers over four ounces in weight  
are charged as double, treble, &c., as the  
case may be, but such papers or packets  
may be sent at Book Rate. Two  
Newspapers must not be folded together as  
one, nor must anything whatever be inserted  
except bona fide Supplements. Printed  
matter may, however, be enclosed, if the  
whole be paid at Book Rate. Prices Current  
may be paid either as Newspapers or  
Books.

Commercial Papers signify such papers  
as, though written by Hand, do not bear  
the character of an actual or personal cor-  
respondence, such as invoices, deeds, copied  
music, &c. The charge on them is the same  
as for books, but, whatever the weight of  
a packet containing any partially written  
paper, it will not be charged less than 5  
cents.

The sender of a Registered Article for  
a Union Country may accompany it with a  
Return Receipt on paying an extra fee of  
5 cents.

The limit of weight for Books and Com-  
mercial Papers to Foreign Post Offices is  
4 lbs. Patterns for such offices are limited  
to 8 ounces, and must not exceed three  
dimensions: 8 inches by 4 inches by 2  
inches.

Countries of the Postal Union.  
The Union may be taken to comprise all  
civilized countries except the Australasian  
and Cape Colonies.

Postage to Union Countries.  
General Rates, by any route:—  
Letters, 10 cents per 1/2 oz.  
Post Cards, 3 cents each.  
Registration, 10 cents.  
Newspapers, 2 cents each.  
Books, Patterns and " 2 cents per 2 oz.  
Comm. Papers, " 2 cents per 2 oz.  
There is no charge on redirected cor-  
respondence within the Postal Union.

Postage to Non-Union Countries.  
Australia, New Zealand, Tasmania, and  
Fiji, via Torres Straits, Letters, 10; Re-  
gistration, 10; Newspapers, 2; Books and  
Patterns, 2; via Cape Colony, Letters, 30; Re-  
gistration, 10; Newspapers, 5; Books and  
Patterns, 5 per 2 oz.

S. African Colonies—Letters, 30; Re-  
gistration, 10; Newspapers, 5; Books and  
Patterns, 5 per 2 oz.

## LOCAL POSTAGE.

General Local Rates for Hongkong,  
Macao, China, Japan, Siam direct (d.)  
Cochin-China, Tonquin, and the Philip-  
pines:—

Letters per 1/2 oz.: 5 cents (c).  
Post Cards, each, 1 cent.  
Books and Patterns, per 2 oz., 2 cents.  
Newspapers and Prices Current, each, 2  
cents.  
Registration, 5 cents.

(d) Via Singapore, 10 cents.  
(e) Between Hongkong, Canton, and Macao  
2 cents.

Local Delivery.  
1. All correspondence posted before 5  
p.m. on any week day for addresses in  
Victoria will be delivered the same day,  
and generally within two hours, unless the  
delivery should be retarded by the Contract  
Mails.

2. Invitations, &c., can generally be  
delivered within Victoria at the private  
houses of the addressees rather than at  
places of business, if a wish to that effect  
be expressed by the sender, otherwise all  
correspondence is invariably delivered at  
the nearest place of business.

3. Boxholders who desire to send Cir-  
culars, Dividend Warrants, Invitations, Cards,  
&c., all of the same weight, to addresses in  
Hongkong, or the Ports of China, may  
deliver them to the Post Office unopened,  
the postage being then charged to the  
sender's account. Each batch must con-  
sist of at least ten.

4. Boxholders may also send Patterns  
to the same places in the same way. En-  
velopes containing Patterns may be wholly  
closed, if the nature of the contents be first  
explained or stated to the Postmaster  
General, as he may consider necessary, and  
approved by him. Printed Circulars may  
be inserted in such Pattern Packets.

The Post Office declines all responsibility  
for Unregistered Letters containing Bank  
Notes, Gold, or Jewellery, and where Re-  
gistration has been neglected, WILL MAKE  
NO EXEMPTION into alleged losses of such  
letters.

Parcels Post to the United Kingdom.  
Parcels not exceeding 11 lbs. in weight  
are received in Hongkong and at British  
Post Offices in China, for transmission to  
the United Kingdom by P. & O. Packet  
via Gibraltar. No parcel is sent with the  
Overland Mail via Brindisi. Parcels there-  
fore arrive in London about eight days later  
than the Mail. Parcels may be sealed, but  
any parcel, even though sealed, is liable to  
be opened for examination.

Parcels must be posted in Hongkong  
before 3 p.m. on the day before the depar-  
ture of the Mail. These arriving from the  
Coast, &c., after this hour are kept for the  
following P. & O. Mail.

The Postage is 25 cents per lb., which  
includes Registration fee, and must be pre-  
paid in stamps. No further charge is made  
in the United Kingdom except for Customs  
duties. No parcel must be more than 3 feet 6  
inches in length, or 6 feet in greatest length  
and breadth combined. A receipt is given for  
each Parcel.

The sender must fill up a form of Customs  
Declaration, which can be obtained free at  
each Post Office. No parcel can be accepted  
if this is completely and accurately  
filled. The only articles which are sent  
from China which are liable to duty are  
Tea, Tobacco, and Gold and Silver plate.

Dangerous or perishable goods, articles  
likely to injure the Mails, Liquids (unless  
securely packed) or parcels easily crushed,  
such as band-boxes, are prohibited. No Parcel  
can be received if its value exceeds \$250.

A Parcel may contain a letter to the same  
address as that of the Parcel itself, or an-  
other Parcel to the same address. No  
other enclosures are allowed.

With regard to inward Parcels, addressees  
are requested to observe that the Parcel  
Mail is not opened for the ordinary dis-  
tribution of letters, &c., is finished. The  
postage on Parcels at home is 10d. per lb.,  
the Regulations are generally similar to the  
above, and the Parcels are sent out via  
Gibraltar.

Indemnity for the Loss of a Registered Article.  
The Post Office is not legally responsible  
for the safe delivery of Registered correspon-  
dence, but it is prepared to make good the  
contents of such correspondence lost while  
passing through the Post, to the extent of  
\$10, in certain cases, provided:—

1. That the sender duly observed all the  
conditions of Registration required.

2. That the letter was securely enclosed  
in a reasonably strong envelope.

3. That application was made to the  
Postmaster General of Hongkong immedi-  
ately the loss was discovered, the envelope  
being invariably forwarded with such appli-  
cation unless it also is lost.

4. That the Postmaster General is satis-  
fied that the loss occurred whilst the cor-  
respondence was in the custody of the British  
Postal administration in China, that it was  
not caused by any fault on the part of the  
sender, by destruction by fire, or shipwreck,  
nor by the dishonesty or negligence of any  
person not in the employment of the  
Hongkong Post Office.

5. No compensation can be paid for mere  
damage to fragile articles such as portraits,  
pictures, hand-painted bound books, &c.,  
which reach their destination, although in  
a broken or deteriorated condition.

Missing or Delayed Correspondence.  
When correspondence has been missing  
or delayed (both of Hongkong and liable to  
be lost occasionally) all that the addressee  
need do is to note on the cover, Sent to  
—, or Received at 7 p.m., or as the case  
may be, and forward it, without any  
other writing whatever, to the Postmaster  
General. This should be acted on the first  
time cause of complaint occurs; it is a  
mistake to let such matters pass for fear of  
giving trouble, a course which generally  
gives more trouble in the end.

Fees for Public Vehicles.  
Chairs.  
IN VICTORIA WITH TWO BEARERS. 8 c.  
Half hour, 1/6 Three hours, 0.50  
One hour, 0.20 Six hours, 0.70  
Day (6 a.m. to 6 p.m.) \$1. 0.00  
If the trip is extended beyond Victoria,  
half fare extra.

BEYOND VICTORIA, WITH FOUR BEARERS.  
Hour, 0.60 Six hours, 1.50  
Three hours, 1.00 Day (6 to 6) 2.00

Tricabs.  
(With single driver). 0.15  
Quarter hour, 0.05 Hour, 0.10  
Half hour, 0.10 Every subse-  
quent hour, 0.10

None—Victoria extends from Moun-  
tain to Causeway Bay and up to the level  
of Robinson Road. If the vehicle is  
discharged beyond these limits half fare  
extra is to be allowed for the return journey.  
Extra drivers or drivers and extra hours to  
be paid proportionate sums.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at  
Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the  
Harbour are marked a.

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

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1. From Green Island to the Gas Works.  
2. From Gas Works to Jardine's Wharf.  
3. From Jardine's Wharf to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Poddar's Wharf.  
6. From Poddar's Wharf to the Naval Yard.

Section.  
7. From Naval Yard to Blue Buildings.  
8. From Blue Buildings to East Point.  
9. From East Point to Kowloon Island to North Point.  
10. Kowloon Wharves.  
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